

## Batavia Public Hearing

**Mike Donovan (Faces 4):** Good evening, my name is Mike Donovan, I am with Faces4 (Families Against Chronic Excessive Speeding). I started Faces4 in October, with my wife Natalie and Bob and Dee Brandt. I met Bob and Dee, when Dee had sent me an email to my daughter's memorial sight, about her son Matt. Matt was killed when he was 15 years old. It was March 11<sup>th</sup>, 2004 when his car was hit by a speeding motorist; the young man who caused the accident at the time had 27 tickets, and still had a driver's license. Two months before the crash he was in court and had two more tickets dismissed. I called Dee and asked her if she'd be willing to help me start something to raise awareness to this problem, of coarse she did and we got together and we are trying to get the word out in these meetings to people like you and special law enforcement.

On October 10<sup>th</sup>, 2005, my daughter Nicole, and my grandson Devon were killed in a car crash in West Chicago. They were hit by a Ferrari head on that we don't even know was going how fast. After he hit my daughter's car and threw it off the road, he proceeded to spin out of control, he hit an SUV that was traveling behind him, and then the Ferrari split in two; the passenger of the Ferrari also died. The driver of the Ferrari was 27 years old; 62 tickets, 28 for speeding, had a valid license. 10 days before the crash he was in court for flay loading the police, speeding, blowing stop signs, not using turn signals...he was given his forth court supervision of the year. He was also due in court a couple days after the crash for a speeding ticket, doing 85 in a 55.

On average, over 1000 Americans die every single month due to speed related fatalities. Illinois among the highest with 43%, we're 12 over the national average of 31%. Problem speeders average 60 more crashes per year, have twice as many violations

on the record and have 1 previous ticket, and most of them are moving violations.

Economic cost is huge 40.4 billion dollars annually; 144 dollars per person in the U.S.

Illinois economic cost is 1,568 million.

Motor vehicle crashes in general, are the top cause of death for ages 5-33 where in Illinois, 43% of that is speed related. If this was a disease killing these people, we would be going crazy trying to find a cure for this it would be considered an epidemic.

Our mission is basically to prevent death and injury on roadways due to excessive speeding. Our goal is to heighten public awareness to the dangers of excessive speeding through education, the involvement of our communities. And we want to provide support to the victims of the families who have been affected by excessive speeding. Every fatality on our roadways has a face; they all have families that have to deal with this and they all have stories to tell. We're the families of those victims and we are here to tell their stories, we will not let them be forgotten. The number 4 stands for the age of my grandson, Devon, when he was killed due to that chronic speeder. Basically we are here to tell everybody here to try to slow down. I didn't know this was a problem until I lost my daughter and my grandson, this shouldn't be the case. Everybody should know that this is a huge problem. Crashes are not accidents and they are totally preventable. Our kids didn't make it home because people were speeding; it's not just the chronic speeder who killed our children, it's speeders in general.

I'm sure everyone in this room has tried to drive through a construction zone at 45; you either get run off the road, obscene gestures, dirty looks and what not. And that's the same in a regular speed zone; people do not go the speed limit period. There is not enough law enforcement and there is not any accountability in our court system. There is

no communication and everybody needs to be on the same page as far as our judges, prosecutors. Everybody needs to know what is going on, with each offender, when they go to court; unfortunately that is not the case. Our courthouse in Dupage is the only courthouse in Dupage that is linked to Springfield. There is no reason why these other courthouses shouldn't be. Every judge and prosecutor should know what these driver's histories are. Dee Brant is going to take a second and say a few things for you, thanks for listening.

**Dee Brand (Faces4):** I think Mike covered it really well, and it's apparent to me that most of the individuals here tonight are law enforcement and I know that you guys do have a problem with this, that you are trying to deal with the excess of speed, but I don't think that you are getting the support that you need from the court system. So we would love to hear from you afterwards, what you would like to see us to do try to improve the awareness of speed on our roadways; not just to the public but to the court system, so that they understand that this is a problem, it is a chronic problem and they cannot continue to take it lightly. There is absolutely no reason somebody with 60 tickets, 27 tickets still have a licenses, that's unacceptable you know.

Thank you, I mean our lives are forever altered my 17 year old daughter was struck by a car that night, her best friend, her 15 year old brother died right next to her. It happened two years ago, but do you think that we are over this? No, we have a long road to walk and we weren't thrown, we did not ask for this challenge to be given to us, it was thrown at us but we decided that we are going to do something about it. To fight, because we do not want someone else to have to go through this, and I am just so sorry that you

had to go through it. We worked on some laws, and got some laws changed but there is more to be done, thank you.

**Mark Garrison (King County Chapter of ABATE):** Thank you, my name is Mark Garrison I am president of the Duane chapter of ABATE of Illinois and ABATE stands for A Brotherhood Aimed Towards Education. We are a motorcyclist rights organization. If you don't mind, I am going to read a statement, because I don't remember things being old and everything. ABATE of Illinois would like to thank the IDOT for the chance to participate in the development of its annual Highway Safety (inaudible). No one cares more about the safety of motorcycles than motorcyclists themselves, that's why we commend the Department for their efforts in Highway Safety, and ask that the following items be included in the final project. There are 5 of them: the first is accident prevention. ABATE of Illinois would like IDOT to maintain an Accident Prevention over an Injury Reduction focus throughout their Highway Safety Plan that will benefit all road users. Focusing on Injury Reduction devices and mechanisms can lead to a sense of false security and subsequently poor driving practices.

Two: motorists' awareness, ABATE of Illinois supports media driven efforts making motorists aware of adversity of roadway users, such as "Share the Road Programs" and "Safe Responsible Driving Practices." The creation of the new avenues condone this information to the public is also supportive.

Three: unify data collection, the ABATE supports efforts and developments of unified and consistent crash data system and collection.

Four: road environment, ABATE of Illinois supports the inclusion of motorcycles, and the email planning of roads and road environments including those developed on community level. Road materials, barriers and shoulder conditions can be problematic for most motorists, but can become fatal for motorcyclists.

Five: our Cycle Rider Training Program, ABATE of Illinois supports the education and training of motorcycles by supporting the following: full procreations for the Illinois Cycle Rider Training Program through, then Illinois General Assembly Budget process, the prevention of dedicated trust fund raiding, and versions by the Governor for purposes other than original fund designations. Further funding from (inaudible) for the expansion of the Illinois Cycle Rider Training Program to the Federal Highway Transportation funding, and protect the exclusive rights of IDOT and the Illinois Universities, and providing wavers of license of riders who successfully pass the Illinois Riders Training Program.

ABATE of Illinois is dedicated to preserving a safe motorcycle environment. We are committed to 34,000 High School students that we teach to watch for motorcycles each year. We are committed to our own “Share the Road and Ride Responsibly” safety programs, as well as accidents seeing managements as provided by Dick “Slider” Gilmore. And we look forward to partnering with IDOT and local communities to further the development of highway safety and this and any other form. We appreciate the opportunity to be part of this session today, we ask you to notify us of any actions or areas that IDOT or the local communities may have in the furthering the development of highway safety in this or any other form, thank you.

**Debbie Rackscraw? (MADD):** Thank you for providing me with this opportunity to address you this evening. Our concern is about traffic safety in this area. I am Debbie Rackscraw, I live in Naperville and I am the MADD Illinois State Chair and I am also a volunteer representative. The concerns I share with you this evening are represented by concerns of thousands of MADD members, I myself am a volunteer just like others across the state; we all share this common concern.

As you are well aware, drunk driving continues to be a sizable problem in Illinois, as one of the worst 15 states for alcohol related traffic fatalities, and a substantial number of drunken driving arrests each year. It is obvious that we need to take a more pro-active step to end deaths on our roadways. My seventeen year old Niece, Jamie, was one of those deaths caused by a drunk driver.

General deterrence, the concept of preventing a crime before it occurs, it's the most important strategy that we have that we can employ to reduce the growing number of fatale alcohol related crashes. Impaired driving and seatbelt enforcement mobilizations exemplify general deterrence by concentrating and coordinating law enforcement efforts during a specific period of time. MADD believes that IL should take an advantage of the fact that well publicized check points can reduce alcohol related crashes and fatalities by 18-24%.

MADD would also like to see more emphasis of funding on our law enforcement system and ways to ensure accurate outcomes in our court rooms. I too agree with these people that our courts have serious issues. By ensuring police departments have adequate training and equipment we are better able to remove impaired motorists from our

roadways. By instituting dedicated DUI courts we are better able to keep impaired motorists from re-offending.

MADD appreciates all the efforts put forth by IDOT this year. We've enjoyed working with you very much; we hope to continue our partnership on safety in these upcoming months, thanks for listening.

**Mark Kanen? (St. Charles Public Works Department):** Hi my name is Mark Kanen from the City of St. Charles, I represent the Public Works Department, and my project that I would like to present tonight is very specific. It has to do with a project in the City of St. Charles that has been on the book and been coordinated with IDOT since 1998. It's a project on Route 64 which many of you know as North Avenue; it begins on 7<sup>th</sup> Avenue and extends east of there until Dunham Road. A phase one preliminary work has been completed, and in fact the City of St. Charles initiated the funding for that work back in 1998 and 1999. It's been identified as a section of roadway in Illinois which is a high instant of accident. It's a 4 lane undivided roadway section, it has just short of 50,000 vehicles on it today, it has numerous site entrance ways, and it has numerous roadway systems which enter and exit from the roadway.

The solution that was identified back in the report in the late 90s, that a bidirectional left turn lane be added or a 5<sup>th</sup> lane of this 4 lane facility. We maintain that this would pull those motorists trying to make that left turn out of the threw lanes, that reengineering of the roadways system would make the section of the highway and Illinois safer. We believe that it is important the State of Illinois has initiated phase 2, design engineering, but because of budget limitations and division of transportation money has, stalemate that project from continuing ahead. We would request that that project again be

funded, it be advanced in the program. I should indicate that it is in the program for the year 2010, once again this project was initiated in 1998 as a safety improvement. It's needed today, and we would request that the project would be advanced ahead, and I do have a handout if that would be helpful.

**Commander Kronin (West Chicago P.D.):** Thank you, I'll be brief, can you hear me now? Good. I just want to comment very quickly that my years in law enforcement I have done and seen many things, and I have met a lot of fantastic people in the years that I have worn this uniform. I would like to thank the people from MADD and the people from ABATE who I very closely with for a number of years, and I want to thank Mike and Dee for their words, and things like that all though it's very difficult to hear people talk about something's, it's something that is unfortunately necessary. I would say that when these types of events occur, the pool of victims is much larger then many people realize. In my years I have been to over 40 fatale accident scenes, and I know that all of the officers on Fayeview Parkway that night were also forever affected.

In today's' world of budget constraints and law enforcement activities and things like that, the work that IDOT does is invaluable for allowing us to do our job. We have a new Chief this year, and he came into our department mid-way through the budget, and he has a much higher priority for traffic issues then our previous Chief. And without the assistance of IDOT and the grants that they provide us, it would be very difficult to accomplish the goals that he has given us. But with IDOTs assistance and the assistance of the State Police and other agencies in the area, I think that we have exceeded beyond his basic expectations initially.



Some people view IDOT as a group of individuals who drive big orange trucks, and in some ways I'm speaking to the choir here, but IDOT is very much more than that. Traffic initiatives and traffic strategies have to have a multi-(inaudible), there has to be engineering solutions, there has to be education to both the public and for law enforcement, and there has to be enforcement.

With the number of uniforms in here that I see this evening, there is probably countless times that people have been pulled over by police department and asked the question, "Don't you have any real criminals to catch?" And daily our officers engaged in traffic enforcement are working crime prevention and are catching bad guys, or at least keeping bad guys from doing what they do. Even on the neighborhood level, traffic enforcement is crime prevention. If a police car drives down a street a few people see it; drives down the street lights and siren a lot of people see it; makes a traffic stop on the block everybody sees it.

With the initiatives that IDOT has allowed us to complete this year, we have tripled our number of Road Side Safety Checks. With IDOT funding, we begun running high saturation patrols and wolf packs. And not only do we do that with IDOT funding hire back, I've got officers that are on regular duty, normally assigned to traffic, going out and running these types of high saturation patrols, or wolf packs as you call them. Because the general public, if they see a police car on the side of the road, number 1 they buckle up, and number 2 they slow down. If they see 4 or 5 squad cars at a time within a 3 block stretch of the State highway, all writing tickets on the side of the road, they take notice, and the next time they drive threw town and many times after that they slow down. I have had calls from the public that ask me what's going on in town, and how

many police officers do you have working for crying out loud and what are you guys doing. And I don't tell them really how many I have, because we do it with smoking mirrors and with the tools that IDOT gives us to use, and the lessons that we have learned some in a positive way and some in a very difficult ways. It is changing the driving habits of individuals, it is increasing the number of seatbelts worn, it is slowing down vehicles, and hopefully as we continue the numbers in Illinois will greatly decrease as far as fatalities and injuries and crash incidents.

I like the fact that many people are getting out of the habit of calling them accidents, because I also believe that crashes are not accidents. I would like to thank IDOT and I want to thank the public and the law enforcement people that are here for their time and their attention, because everyday when we are out there writing tickets we are doing real police work, and we are making a positive difference and we are preventing crimes. Thank you.

**Ptl. Benjamin Kadolph (Oak Brook P.D.):** Good evening, can everyone hear me okay? Great. I would like to thank everyone for being here, especially members of the public, not only the individuals in uniform; I appreciate all the stories too. They remind me everyday of why I took this job to try to help out. Oak Brook is a unique community; we have a population of 8,700 residents sleeping every night, however during the day our population swells to over 100,000. However our police force is at a level of above 45 officers, and that includes Sergeants also and some detectives as well. The enforcement efforts that IDOT helps us to hire back officers, and enforce the traffic law speeding, dui and other seatbelt violations we could not do with the force we have with the day time

population we have. We appreciate all the efforts IDOT has, and I too thought all they did was drive big orange trucks when I first got hired, but I can tell you behind the scenes they are doing a lot of public education, a lot of enforcing laws threw law enforcement agencies, threw wonderful grants.

We partake right now in an Image Grant, we have also partaken in Mini Grants, which not only give us the opportunity to enforce speeding laws in Oak Brook, and DUI laws in Oak Brook threw saturation patrols. We have done Safety Checks for seatbelts and we look forward to continuing this. We started our grants in 2005, we are on our second Image Grant at this time; we are looking forward to possibly more grants in the future or also.

22<sup>nd</sup> street, route 83, and Roosevelt Road are popular roadways especially when you are trying to avoid i88, 294 and other highways. Obviously the Illinois toll way authority is not going to give us any troopers to help us out on the enforcement effort on those highways, so we have to do it with our officers on hand. We could not do it without the Hire Back Programs, the Image Grant, and the Mini Grants. Again I thank everyone for being here tonight, I really don't have much else to say, if you have any questions feel free to contact me at any time.

**Lt. John Jaskey (Lake County Sheriff's Department):** I am the project director for TLEP? Grant. Again I am from Lake County, we're located at the north-east corner of the State; located with Lake Michigan, and McKendrie County is our boundaries, Wisconsin to the north and Cook County to the south. Our population is slightly over 700,000,

because of the summer months, because of the chain of Lakes and the State Parks our population increases 50,000 per year.

Our department investigates over 5,000 crashes per year; approximately 2 dozen fatales. We average 3-500 DUI arrests per year. In 2003, we identified several goals that when we were approached by the State if we wanted to participate in their grant program. One of those was that we had a significant problem with fatal crashes. We were averaging between 8-9 in one specific quadrant of our County, and again between 8-9 per year. In the first 12 months of the grant, we reduced that to 1 fatal. In other words, we have a lot more living bodies due to the fact that we have received these funds from the State; which we are very, very grateful.

We also identified 3 high crash locations, one location we were able to reduce the crashes 19%, and one stretch of roadway: Route 41 that happened to be the toll ways increased the tolls, so we picked up about a 3<sup>rd</sup> more truck traffic and vehicular traffic on Route 41, and so again for that, the rates have not decreased, so we are working on that. Seatbelt compliance rates when we started in 2003, our seatbelt compliance rate was about 72%, right now we are with the State at 86%. Our one officer, who is now, actually was hired as a result of the grant money; he has worked over 4,400 hours over the past 2 years, and he has issued 5,200 tickets that's a total stop of over 4,500 vehicles.

I am also a member of AIM and MADD, and for legislative what we are looking for hopefully is to make some type of administrative sanctions against persons who refuse to take failed sobriety tests, because in our County we cannot convict a DUI if they refuse to take a failed sobriety test; the judges simply won't do it. Thank you very much.

**Officer Ryan Kaminiski (Oswego P.D.):** I just want to start off by thanking everybody for being here. We have been with the Image Grant, and we have been working those for 2005. Going be going to 2006, going to be adding more days, more officers out there trying to get more people out there to recognize that we need more seatbelt enforcement, speeding enforcement, DUI enforcement.

We are trying to get more officers out there, especially during Memorial Day Weekend, Fourth of July Weekend, obviously it's very heavy travel time. A lot of families out there, a lot of people that are going to be celebrating these holidays, so it's especially important to get a designated group of officers out for these grants, because you have the main patrol guys running these calls and they can't always run the traffic due to traffic stops. They are needed to ensure that everybody is compliant to the laws and slowing down and buckling up, and they are ensuring that they are getting from one destination to another destination safely. We've done Image Grants over Memorial Day Weekend, Fourth of July.

Our last one was from December 19<sup>th</sup>-31<sup>st</sup>, during that time we generated 1,225 miles, we had 214 stops, and it was about 2.1 stops per hour. During that we had 56 speeding violations written, one DUI, 64 seatbelt tickets issued, one warrant, we arrested several suspended and revoked. So basically it is just a way for us to get out there, and the more officers out there we have enforcing the laws, the more that we are going to catch everybody that is doing something wrong, and it's going to make everything safer, thank you.

**Sgt Brad Griffin (St. Charles P.D.):** Good evening everyone. We have been participating in our Mini Alcohol Program, for we are in our 2<sup>nd</sup> year now, and I am finally getting a little bit of opportunity to see, did it make any difference? Well we're seeing quite a difference in some ways we didn't expect. Over the last year we had a 30% increase in the number of DUI arrests, not too bad, but we also found, and I can't tie them all to the ground, money and overtime. There is an overall increase in our traffic contacts in 30 some percent, what we are seeing this year is a 50% increase in DUI arrests; the only thing I can base this on: having the opportunity getting our guys out there. Gary Bowlens is sitting there, one of my top performers; it has had an overflow effect on the other patrol officers. We are actually going out now with a little excitement about it, and that's a positive thing, and the only thing I can point to is having the grant money.

We have also participated in the Mini Grants for Roadside Safety Checks with District 2 and the Seatbelt Enforcement Zones. Everybody here in uniform has heard about the problem children, the high school kids that are causing the speeding problem and what not. Something real interesting that we noted while doing our Seatbelt Enforcement Zones; we would always target an area around our 2 high schools, and you know what, we don't catch kids. They are getting the whole idea about using a seatbelt, whether its education through the schools or the media, it is working, and let's hope that it stays that way, thanks.

**Sgt. Mike Wilson (Downers Grove P.D.):** I am going to read because I am old and nervous, but thank you for being here tonight, and I would like to thank you for this opportunity to talk to you. Downers Grove has a population of 50,000 people; we have a

couple main arteries that come through from the city: Butterfield Road, (inaudible), i88 comes through town. We have a lot of impaired drivers that take those routes, and we get a lot of DUI arrests. Downers Grove P.D. is committed to DUI enforcement, and we place a great emphasis on getting impaired drivers off the road. Last year department wide, we had 334 DUI arrests which ranks 2<sup>nd</sup> in yearly totals. During our last 20 years, the year before we had 433 in 2004, we were 8<sup>th</sup> in the State.

Like everyone else we have budget issues, and were unable to be as aggressive as we would like to. Without the grant that we get from IDOT that helps us stay aggressive and run saturation patrols. Last year we had 16 saturation patrols, during that time we had 22 DUI arrests which was an increase of 6 from the year before. 10 DUI arrests were made by officers working in line not on the saturation patrol, and then there were 17 other alcohol related arrests, a total came to 49 arrests during the nights that there was a saturation patrol working under the grant. There was also 23 seatbelt citations issued.

We have been involved with this grant now for 3 years, and for 3 years we have seen a reduction in alcohol related accidents and I feel that the grant shows the departments stance on it, and it reinforces it through-out the patrol officers, they buy into it and it also shows with these numbers that the other officers make arrests on those grant nights. Also we look forward to working with IDOT and continue to with enforcement. Thank you.

**Sgt Steve Ewoldt (Glendale Heights P.D.):** Glendale Heights, if you are not familiar with the area, about 38,000 people and we do have a few main thorough faires? That comes through town: North Avenue, Wendell Road that is also Rosella Road, north of us

and Army Trail Road. If anybody has been up there it's very congested especially rush hour time and things like that.

This is our 2<sup>nd</sup> year for receiving a Map Grant and Mini Alcohol Grants. We do have a small department and we have limited personal, and of course we have been asked to do more with less. As well because of the budget restraints to the money that IDOT supplies us is invaluable, certainly helps us with our task of traffic enforcement.

You know what? I did, I did some studies and I just want to share them with you. We got the grant, the first year of this grant we got in 2005, and compared to 2004 we had a 16% increase in DUI arrest and for a department our size we consider that significant. We had a 36% decrease in alcohol related accidents, and a 14% decrease in personal injury accidents, and we contributed this grant and we contributed to all the off shoots from this grant that we do. We do a number every month; we do Seatbelt Safety Zones, we never heard of Seatbelt Safety Zones until we started getting involved with IDOT. And although we didn't get a grant last year, we didn't apply for it. In the Safety Zones this year, we are hopefully going to get one; we will use that money and continue it in.

This year so far our rate has set a 90% compliance rate for the Seatbelt Zones, other than that I don't have a whole lot to share with you about it. We appreciate the funding and we hope continue the program and work towards funding a little more to our own budget, thanks.

**Commander Nicholas Pecora (Arlington Heights P.D.):** Good evening, thank you.

Again my name is Nike Pecora from Arlington Heights P.D. I would like to start off by



thanking IDOT and NINSTA for funding the traffic safety initiatives. We really appreciate that, and we think they are very beneficial I would also like to thank Chief Dennis Anderson, who just left, he is our Law Enforcement Liaison, and he is a great resource, real benefit thank you.

Arlington Heights is in the 2<sup>nd</sup> year of an Image Grant, and we are currently completing our application for a 3<sup>rd</sup> year, and we hope that, that is approved. At this time I would like to publicly acknowledge the efforts of the 3 traffic officers from Arlington Heights who have worked 40 plus hours a week (inaudible) in Arlington Heights, great guys, and thanks for your help.

Let me give you a brief snapshot of our 2005 Image Grant efforts; public education and information, we produced 2 public service announcements with the help of a Village (inaudible). We targeted seatbelts, speeding, and DUIs threw messages and we air them on our local cable access. We do it in 2 week phase before we start an enforcement campaign; we really think it gets the message out there. We get a lot of positive reinforcement from public who have nothing better do to then watch Arlington Heights Local Cable Access Channel. We use a Village website to get them, we partner with local media threw media releases and we ask them to get the message out, and they partner with us and we think that it is very beneficial. We also tried back pack mail. We went to the local grade school principals, so here is a little stat sheet a little briefing about the enforcement that is coming. "Buckle up mom, put junior in a child safety seat, a booster seat, it's the law, help us out." We got a lot of positive reinforcement from the PTA.

Our enforcement activities included about 1000 hours of supplemental patrol hours with a little bit more then 50,000 dollars in grant funds for 2005. We stopped approx 1900 cars issued over 1500 citations to include several dozen DUIs and criminal arrests. Our post survey for seatbelt compliance (inaudible) for Arlington Heights residence and those traveling threw Arlington Heights a little over 90%, and we are very impressed with that rate.

Our directed patrol efforts recognized our personal injury accidents as being a little bit higher then the average. Our directed patrol efforts from the 2004 data; we found that there was a 30% reduction in personal injury accidents after we targeted red lights, speeding, left turns on red arrows, that was very beneficial to us.

The three components of the Image Grant: speeding, DUI, and seatbelt really hit home to us in February. If you indulge me, I will tell you a short story here. It was a Wednesday night in February, middle of the month, it was cold, and there were flurries in the air. It was 10:30 at night; we just let our midnight shift roll call out. The officers hit their cars and went to their respective beats to start checking for criminal activity. Officer Tim Shan, 20 years on the job, our senior patrol man, driving down northwest highway glanced into the left mirror to check the businesses to make sure all the windows were intact. Out of nowhere a drunk crosses the double yellow line, 30 miles per hour in that area, he was probably doing close to double that. He hits the officer head on, the gentlemen who hit him wasn't wearing his seatbelt, like I said he was probably doing excess in a 30 mph speed limit. His blood alcohol was almost 5 times the State legal limit; needless to say he didn't survive, he is dead. Our officer, they had to peel the car out from around him, bleeding severely from a wound that we surmised came from some

flying debris in the car penetrated his skull, shattered his right leg in about 15 different places from all of the electronics in the car. He was rushed to Lutheran General, that was back on February 15<sup>th</sup>; today is the 26th of April, and he is still in the hospital. Like I said this really hit home to us, and the efforts of the Arlington Heights P.D. has been revitalized in this area, and it just shows that the Arlington Heights P.D. is committed to traffic safety, because it has home, that message was hard. We pray for Tim everyday and I hope you will too, thank you very much.

**Lt J.C. Paez (Hoffman Estates P.D.):** To make it quick, Hoffman Estates has been taking traffic safety very seriously for a number of years now, and we do try to do the three E's: education, engineering and enforcement.

Specifically for education, almost every couple of years we try to produce one of our posters that we distribute through-out the village and anywhere else that will take them. I am selling these, they are autographed here, and 15 dollars that's only a one time deal tonight. This one was designed by our Assistant Chief, Steve Castein?, who is very into the program, who was talking about construction safety. Very important, we do have a lot of construction on our roadways and as we know we have lost too many construction workers over last few years. So we took a stance on it, and we got one of our local businesses to help donate the truck, and kind of put the scene together, and to help get the word out on through education on that matter. We also do public service announcements on our Local Cable TV and citizen news letters.

And obviously most of our enforcement campaigns come on press releases to let the public know that we are out there, we are watching: slow down. We have to get the message out.

As far as engineering we have worked with IDOT. Route 72, Roselle Road, in Hoffman Estates was listed as the number one leading accident intersection or crash intersection in Illinois. We looked at our numbers and most of them were people rear-ending folks who were waiting to make a right turn on red. Looking, “Oh boom,” and the guy in front of them hadn’t gone. Recently that was posted, “No turn on red,” so we should reduce that intersection accident by about 75%; that was the cause there. That is part of our engineering also.

I invite anybody who is interested in June, June 28<sup>th</sup> -30<sup>th</sup>; we are co-hosting traffic engineering for police with ITPM, heck of a program if you are involved in it for law enforcement. Come out and get some information and knowledge that you can do as far as engineering. In law enforcement, it seems the engineering is left to IDOT or the highway department or public works. We feel the police can get more involved in the engineering aspect, to know what to request so we if you want more information we are hosting that, we would be more than happy to share that with you later.

As far as enforcement, we have had TLEP Grant for a number of years. A few years ago we had Image Grant. The TLEP Grant gets us about 100 hours of extra enforcement every month. Since October when we started we’ve issued an additional 471 speeding tickets, another 461 seatbelt citations, about another 300 misc. citations, and about another 360-or-so verbal warnings. So we really get out there; we push it on our

guys and tell them it's important, and most of the them realize it. We try to average about 3 contacts per hour, and get the word out.

We've had a number of Mini Grants. We've participated in the Roadside Safety Checks. The State Police, they have done an outstanding job in really supporting that for us, because we can't do it on our own, so I really appreciate their efforts. We're participating in the Memorial Day, "Click It or Ticket," the 4<sup>th</sup> of July, and Labor Day. And all of our efforts put together every year, we try to hit those 3 E's, and we think we can make a better impact overall. That's all I have to appreciate your time, and I do thank IDOT for the funds, because without it we couldn't put an extra 100 hours of enforcement every month out on the roadways, we just can't afford that thank you.

**Sgt Don Eller (Schaumburg P.D.):** Hi, I am with Schaumburg, Don Eller, and Traffic Division. The first thing that I want to say is that our department, we have a 140 manned department. We place a high priority on traffic safety, so we do have 12 officers assigned to the traffic bureau: 2 on midnights, 5 on afternoons, and 5 on days. And throughout the day, our officers on days and afternoons work in wolf packs targeting specific intersections where we have high crash rates. And then we also work at different intersections where complaints come in from residence, and that's a continuous project.

Referring to the Image Grants, I do want to thank the State for their support. We have made a big difference in occupant restraints. As an example, about 3 years ago our compliance rate was about 76% when we did our surveys; our last survey, taken on September of last year, we just surpassed 87%. So we are hoping in the next 3 years we

will get up into the mid-ninety range. Other than that I think that's it, thanks for your support.

**Tom Piewski (Wheeling P.D.):** Good evening, I hope that works, the Village of Wheeling has had a couple grants actually. We started out a couple years ago, with a Safe Communities Grant which eventually became a TLEP Grant. Some advantages of Grants to some of the people who aren't police officers, is we can take and do comprehensive enforcement, because the guys don't have to do any service calls or anything. They are out there for speed, DUI, or safety belt enforcement. That's what they are doing, so we can do a very comprehensive type of enforcement. We can also do a sustained type of enforcement; you continue an out and the more you see that randomly placed here and there and everywhere, the more people get the message.

And lately what we have found is, what we have been able to do, I think Hoffman Estates put together the Operations Safe Passage. We have worked together with Buffalo Grove and a number of agencies along Route 21. For a safe road on Route 21, we can do this compressive, sustain, and simultaneous enforcement. And we wouldn't be able to do that as law enforcement agencies very well without grant funding, because it's all hire back, and most villages don't have that kind of money.

Our experience has been, you know, I think that when we first started, our High School alone had less than a 56% compliance rate for safety belts. It now fluctuates from year to year, somewhere around 88-92%; that saves somebody's life. When you see a 60% increase in DUI enforcement, the first few years we had a grant, somebody's life probably got saved. And we will never know who that person is, but that's all statistics

and I really appreciate the fact that you brought up something really important: we have to run statistics. We have to run numbers, and I want you to know, and I think you do, all of you, the woman from MADD, every police officer in here sees those faces and those faces are what propels them, compels them gets them out there. It's not the numbers, so because of the grants, because of the enforcement, and because of the faces, I would like to thank the Department of Division of Traffic Safety for allowing us to do that. And that's for the faces that we have already lost, and for all the faces that we don't have to see sometime in the future; thank you.

**Lt. Ray Fisher (Villa Park P.D.):** Hi, I am Ray Fisher from Villa Park; we are sandwiched between Lumbar and Allenhurst?, for those that don't know where we are at. We have 3 major roadways that lead threw Villa Park: Route 83, North Avenue, and Roosevelt Road. Correct me if I am wrong, but Route 83 and North Avenue are the 3<sup>rd</sup> busiest, traveled intersection in the State. I believe it is right outside of town, we have both of those areas to come threw.

Our Police Department is 39 guys, so we don't have a large Police Department. I have been on for 24 years, and it has always been 39 guys since I have been there, so we don't add people or beg from the community because there is not a lot of money. We would like to thank IDOT for giving us a chance to improve our traffic safety; we do it without the money, but this just makes it better.

We are in our 2<sup>nd</sup> year of the Map Grant, and prior to that they rebuilt North Avenue; they gave us money for a Construction Grant to slow up traffic from

construction zones and stuff like that. So once again, I want to thank them and I'm sure all the Police Departments in here feel the same; thank you.

On a personal note of mine, the family here that touched me. I have been a crash investigator for Northwestern for 20 years, and those of you guys that have been on the job for a long time and you get that phone call at 3 o'clock in the morning; you know it's not good. I've come out, I've seen the fatale crashes, I have had to go to houses and tell their parents, the mothers, and fathers that their loved one has been killed by a drunk or somebody flying down a road or something like that. And I take that personal, and as long as I am with the Police Department, I run traffic unit. These programs will continue, as long as I am around, so my heart goes out to them. And I heard what they have to say, we all deal with it in our own way, but it's not fun, and it's the one part of the job that I just don't like. On a better note, I would like to thank IDOT for the grants. And just a perk for our Police Department, in 2003 we won the AIM award for the highest increase of DUI enforcement for 2002-2003. And in 2004, we won the AIM award in Dupage County for the biggest percentage per officer of DUI arrests. So I just want to thank everyone out there for being involved in traffic safety.

**Debby Gerhardstein (Think First Program for Central Dupage Hospital):** Thank you, Hi everybody. My background is rehab nursing. I have worked many years with people who have had brain and spinal cord injuries, I have seen and talked with people who have said, "I wish I would have done something differently," and we all know that there is no going back and there is no do-overs in something like this. I have been working in Dupage Central Hospital for the last 15 years. As the manager for injury



prevention, we are very concerned with primary prevention; getting to the students before they make these kinds of mistakes.

I run the State Chapter for Think First, which is a program for the National Injury Prevention Foundation. I am also on the board of directors for Think First, which is based in Rolling Meadows. We have 7 chapters throughout the State of Illinois; one of them being SIU School of Medicine. And we are now working very closely with IDOT, so we can partner with the police enforcement and we can partner with the occupant protection people (who are also child passenger safety technicians), and we can also get into the schools.

To explain Think First to you, these are programs where we take people with brain or spinal injuries with us into the High Schools, and into the Middle Schools, and into the Colleges, and even Elementary Schools. And we talk to kids about making safe choices, so we cover speeding, we cover DUI, we cover safety belt use, pedestrian safety, bicycle safety, helmet use, also other prevention like diving, and other things. But what we are based on is the “health belief model,” and what the “health belief model” states is, “That in order for us to create behavior change, those people have to perceive themselves as being susceptible to an injury, and they also have to see the problem as serious. We’re not talking about a bump on the head, we are talking about a brain injury or a spinal injury that we don’t have cures for. They have to be convinced that preventive actions are effective, and not too costly in their money or pride (with their peers in the car). We also have to expose them to those cues and reminders, with these programs, and they have to believe that they have the ability to change. We have to tell them it’s a simple thing just pull that seatbelt down and click it into place.”

So Think First in our area here we do about 150-170 presentations in the High Schools and Middle Schools each year, so we reach about 10,000 students in the Dupage-Ducane area. But like I say, this is just our Chapter; we're throughout the State of Illinois, throughout the US. And I was just in just in San Francisco training in National Chapters: Korea, Japan, Lebanon, and Puerto Rico, Jamaica, so this is a Global Program that has been around for 20 years started by neurosurgeons.

The Elementary School Program, we take in a little robot called Street Smart. We have a National animated video, that the kids love, and it just talks to them on their level about taking care of their bodies and making the right choices, so that's a 6 week program. And we just kick it off with an assembly threw CDH, but the teachers, we train them to do 6 weeks: vehicle safety, bicycle safety, playground safety, water safety, and violence prevention, "don't touch a gun." So were in about 30 schools, Elementary Schools in this area for that.

I have some of our props like our Jell-O brain molds over there on the table, I have our brochures, and I have my card. To learn more about Think First, just go to [thinkfirst.org](http://thinkfirst.org). If I can answer any more questions for you; we are very happy to be partnering with IDOT as an educational arm. With what we are doing in the State, I also work with the Illinois Injury Prevention Coalition, and Illinois Traffic Safety Leaders, and other groups throughout the State to strategically plan on how we are going to work together, because kids and adults don't learn the same way. We need lots of different programs that hit them in different ways to make our point clear to them, and help them learn before they make these mistakes; thanks for your attention.

**Director Robert Calbroa (Melrose Park P.D.):** Good evening, my name is Bob Calbroa, I am with Melrose Park P.D. I am the Information Technology Manager. We have been partners now with IDOT for the last 2 years; four Image Grants and two Mini Grants. The contribution for that is the fund that allows us to put extra effort out on the streets. And we have seen the results of that, from 2004-2005 we have seen a reduction of a little over 15% in crime, and we feel this is a major contributing factor. We look forward to more partnerships like this with IDOT, or anybody else that is out there that can assist us to make our community safer for the residence and the people that shop, visit, and pass through our community; thank you.

**Sgt. Tom Olson (Elgin P.D.):** I would like to thank IDOT for allowing us to speak tonight and sharing our thoughts. I would also like to share a few things with you, we had an unfortunate situation last year in 2004-2005 time, we did not get the Lap Grant and part of that, we had that for 3 years, our fatal crashes dropped dramatically. In the time that we did have the Lap Grant, and in those times we averaged about 5 fatalities a year, in the 2004 year we had 1 fatality, and it was a drunk driver single car crash, and luckily that was all that occurred. Last year without the Grant, our fatalities went up to 8, fatalities 4 which alcohol were related.

And now, back on the Grant situation, we are hoping that we can keep the numbers down, but unfortunately some of you probably heard in the press, we had a double fatal Sunday night; which we believe to be alcohol related. Our hearts, all of us likely would be sending out to anybody involved in a situation like this. Just with the Lap Grant its self, without the Lap Grant we enforced 294 DUI arrests in that year. With the

Lap Grant we got a 100 additional, and I am looking at that is a hundred lives that officers couldn't or could save. And I believe that all of us feel very strongly that we do like to help out anyone we can to help stop the crashes from occurring. In the unfortunate situations with the crash (inaudible).

The reference to Seatbelt Grant, we are very fortunate to be able to help with the Seatbelt Enforcement even though our numbers are really high. What I really enjoy seeing is, even if we are not getting everybody wearing the seatbelt, the awareness it gets from seeing the signs and the enforcement. The people who put it on, they know to look out every time they get in the car that we might be out there some place looking for it, and hopefully that is helping, that we are not checking, that it is able to have people to wear their seatbelts and be safer. I also want to say Roadside Safety Checks, are we worked heavily with the State Police with getting as many drunk drivers arrested as possible. This last week we were able to work with the State Police, and this situation in Elgin that we had over 33 arrests for no valid drivers license, and there were 6 arrests that were suspended and revoked, 2 drunk drivers arrested, in a 5 hour period. And this was just a Roadside Safety Check and the situation like that, I am very happy to say that even with a no valid driver's license being revoked, we can potentially getting a drunk driver off the road. With them and keeping them from driving and without funding from IDOT and things like that, it would be impossible to staff that, and be able to hopefully save the lives; thank you.

**Citizen (From the Crowd):** Thank you very much. I would just like to add one more face to the story that Mike talked about earlier. I am speaking on behalf of my friend,

Anna Flourchastse?, who is sitting in the white jacket in the back. On August 4<sup>th</sup>, 2004, her son left for work. He was a car sales man at Motoworks in Barrington, and 3 young men came in that day to test drive an expensive vehicle, it was a BMW. And the individual who was driving the car was speeding in excess of 85 mph down Algonquin Road, and when they got close to Willow Creek Community Church, they slammed into a car that was turning left, and preceded into a light pole, and Anna's 22 year old son was killed immediately. He was the only one who was wearing a seatbelt, and he was the only one to die. So I would like to thank Mike and Dee for the organization they started, because I have been trying to help Anna see that there are things that people can do. And I have never attended a meeting like this, and I am amazed that all of the amazing work that law enforcement is doing, and I know that you all do a very hard job, and we appreciate everything that you do, and hopefully together we can do something to make the roads safer for all families.